

Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
Shares, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Cable used
Bentley's
A. & C. 4th & 5th Editions
A 1 Telegraphic Code.

Telegraphic Address
"HUGHES & HOUGH"
HONGKONG.

PUBLIC AUCTIONS

(FOR ACCOUNT OF THE CONCERNED),

ON

FRIDAY

the 6th Dec., 1918, commencing at
2.30 p.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.

A LARGE QUANTITY OF
HOUSEHOLD FURNITURE, &c.,
Comprising—

Double and Single Bedsteads, Dressing
Tables, Washstands, Double and Single
Wardrobes, Upholstered Suite Furni-
ture, a quantity of Dining Room
Furniture, including Dinner and Tea
Service, E.P. Ware, Cutlery and Glass
Ware, Electric Table Lamps and Office
Furniture, &c., &c., &c.

Also
A quantity of
BLACKWOOD FURNITURE,
Typewriters, &c.
(Full Particulars from Catalogue).
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Nov. 28, 1918.

(FOR ACCOUNT OF THE CONCERNED),

ON

SATURDAY

the 7th December, 1918, at 12.30 p.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.

Four Well-marked FOX TERRIER
PUPS—about 2 months old.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Nov. 27, 1918.

(FOR ACCOUNT OF THE CONCERNED),

ON

THURSDAY

the 12th December, 1918, at 11 a.m.,
"Steamer now running between
this Port and Haiphong".
The ENGINES and BOILER are they
now stand in good working order.

DESCRIPTIONS:—
Set of Compound Engines, 16 x 23, by
24 stroke.
Boiler, 13 x 10 $\frac{1}{2}$, working pressure
120 lbs. on vertical survey.

To be sold in one lot, together with
Engine Seat, Funnell and Stays, and all
Piping, &c. connected with the above
mentioned Engine and Boiler.

DELIVERY:—
On shore at Kwong Tung Cheong's
shipyard.
Immediately following this sale will
be offered—

One 250 Ton STEEL LIGHTER,
DESCRIPTION:—
Built of steel frames 3 x 3 x 3, and 3
steel plates.
Length 110 feet.
Beam 31 feet.
Depth 7 feet.

Also
A quantity of
STEEL FRAMES 3 x 3 x 3,
STEEL PLATES.

And
Several ANCHORS, CHAINS, &c., &c.
The above mentioned Steamer will be
in Hongkong about 7th December when
inspecting order may be obtained from
the Underwriter.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Nov. 28, 1918.

(FOR ACCOUNT OF THE CONCERNED),

ON

SATURDAY

the 7th December, 1918, at 10.30 a.m.
at the Married Quarters, Victoria
Gaol, Top Floor.

THE HOUSEHOLD FURNITURE,
&c., &c., &c.
contained therein
comprising—

Haselund, Upholstered Arm-chair
and Sofa; Carpets; Pictures; Curtains,
&c.;
Dining Room Furniture, and
Crockery Ware, Double Bedsteads,
Wardrobes (2 Mirrors), Large Marble-
top Dressing Table, Camporwood
Chest of drawers, &c., &c.

Also
Cabinet, Singer Sewing Machine,
Electric Fan, a number of Door Mats,
a quantity of Linoleum (New), and
several lots of Pot Plants.

(Full Particulars from Catalogue).
On view from Friday the 6th inst. at
2.30 p.m.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 1st December, 1918.

PUBLIC AUCTIONS.

(For Account of the Concerned),

ON

SATURDAY, the 7th Dec., 1918,

commencing at 12.30 Noon,
at their Sales Rooms, No. 8, Des
Vaux Road, Corner of Ice House
Street.

A few rolls of WIRE POULTRY
NETTING (New).
Each 150 feet by 1 foot, 14" Mesh.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Dec. 4, 1918.

(For account of the concerned),

ON

TUESDAY, the 10th Dec., 1918,

commencing at 2.30 p.m.,
at their Sales Rooms No. 8, Des Vaux
Road, Corner of Ice House Street,
TEAKWOOD AND BLACKWOOD
FURNITURE, BRASS AND BRASS-
MOUNTED DOUBLE AND TWIN
BEDSTEADS, CURTAINS, CARPETS,
&c., &c., &c.

AND AN ASSORTMENT OF
USEFUL HOUSEHOLD GOODS.

As follows:—
Chesterfield Sofa and Arm-chairs (new),
Folding Card and Occasional Tables,
Upholstered Seats, &c. Bedroom Furni-
ture, comprising: Brass Twin Bedsteads,
Sideboards, Dinner Waggons, Extension
Dining Tables and Chairs, Tea Table,
&c., Dinner Service, Crockery, Glass
Ware, Cooking Stoves, Cutlery, Toilet
Sets, &c., Bath Room Utensils, Sundry
Electro-Plated Ware.

Electric Reading Lamps, Blackwood
and Teakwood Screens, a quantity of
Blackwood Furniture, including large
Blackwood Screen, Side Tables, Chairs,
Cabinets, &c., Engravings, Pictures,
Brass Vases, &c., &c. Tennis Poles and
Net. Several Carpets new and second-
hand.

Also
One Reflex 3 plate Camera by
Watson & Scott, London, fitted with
special rapid Rectilinear Lens in good
condition (cost 10 guineas) Film and
Plate Carriers.

AND
One 12-Bore Hammer Gun by Army
and Navy Store, London, in good
condition, Lady's Bicycle (new).
(Full Particulars from Catalogue).
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Dec. 4, 1918.

(FOR ACCOUNT OF THE CONCERNED),

ON

TUESDAY

the 10th December, 1918, commencing at
2.30 p.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.

A Consignment of
USEFUL HOUSEHOLD LINENS,
DRAWN WORK, & EMBROIDERIES.

Comprising:—
HOUSEHOLD LINENS:—Single and
Double Plain and Remstitched Sheets,
Fellow Cases, Double White Satin Quilt,
Linen Damask Serviettes, Glass Cloths,
Bath Towels, Face Towels, &c., &c.
DRAWN WORK:—Bedspreads, Pillow
Cases, Tray Cloths, &c., &c.
EMBROIDERIES:—Bedspreads, Table
Covers, Tea Cloths, Banners 18 by 34 in.

Also
A few lots of Attache Cases and
Belted Valises.
(All new goods and small lots to suit
purchasers).
Terms:—Cash.

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Hongkong, Dec. 4, 1918.

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Hongkong, Dec. 4, 1918.

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ON

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Gaol, Top Floor.

THE HOUSEHOLD FURNITURE,
&c., &c., &c.
contained therein
comprising—

Haselund, Upholstered Arm-chair
and Sofa; Carpets; Pictures; Curtains,
&c.;
Dining Room Furniture, and
Crockery Ware, Double Bedsteads,
Wardrobes (2 Mirrors), Large Marble-
top Dressing Table, Camporwood
Chest of drawers, &c., &c.

Also
Cabinet, Singer Sewing Machine,
Electric Fan, a number of Door Mats,
a quantity of Linoleum (New), and
several lots of Pot Plants.

(Full Particulars from Catalogue).
On view from Friday the 6th inst. at
2.30 p.m.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 1st December, 1918.

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HUGHES & HOUGH,
Auctioneers.
Hongkong, 1st December, 1918.

LONDON STREETS.

DIVIDED AMERICAN OPINION ON "CERTAIN" CONDITIONS.

Writing in the *Evening Standard* Miss
Violet Scott-James comments on a
subject which is causing much criticism
at home. She observes: "This is a little
bewildering for those who have striven
during the past two or three years to
improve the condition of the streets for
men on leave to find that so many
Americans seem to be under the impres-
sion that this problem is one which they
are revealing to us at the eleventh hour."

"If one may judge by the letters from
two well-known editors which have re-
cently appeared in *The Times*, it would
seem that American opinion is divided
into two extremes. There is the view
taken by Mr. Bok of the *Ladies Home
Journal*, that conditions are so appalling
that 'clean bodies and strong-limbed'
Americans are being sent over here 'only
to be poisoned and wrecked in the
London streets'; and there is the view
taken by Mr. Edgar, of the *Belmont*,
who dismisses as 'hogwash' the indit-
ment of his distinguished compatriot.

LESSON OF EXPERIENCE.
"Speaking in all humility, but with
nearly two years' experience with the
Y.M.C.A. street workers I venture to
say that Mr. Edgar is not more accurate
than Mr. Bok. Things are not so bad
as they might be, certainly, but neither
are they better, as Mr. Edgar imagines,
than they have been for thirty years; and
he is evidently not aware when he speaks
of the 'toothless' and 'backslidden' char-
acter of the prostitute as 'being unlikely to
appeal to the American soldier, that the
saddest part of the story is that the
majority of the women who have taken
to the streets during the war are so
young."

The experience of the Hospitality
League, which is able to interpret
it, is that the condition of the streets,
though bad, is emphatically not getting
any worse in this fifth year of war, but
tends on the contrary, to improve, par-
ticularly—and the police themselves
endorse this view—in those areas where
the patrol is most active. The men
in fact, become more and more im-
persious to the solicitation of prostitutes
wherever a strong counter-attraction
is provided in the form of lively
and decent entertainment. The man
who "falls a prey" to the street
woman is the man who is unable to
bear that sense of isolation which anyone
without friends is liable to feel in a
great city, and which he feels a thousand
times more in his brief intervals of
respite from the actual business of war.
It is at this psychological moment
that he will turn to a prostitute if no
decent woman is at hand to distract
his thoughts, and it is for this reason
that the Hospitality League, believing
in preventive measures, has appealed
again, and again in the columns of the
Evening Standard for hostesses to be-
friend these men on their short and
infrequent leave.

PREFERABLE TO PROSECUTION.
"The response to these appeals has
been good, but it has never been as large
as it would be if women knew the streets
as they are, and were better able to
realize that in this question of promi-
scuous vice and disease time presses, and
that it is to their own interests, quite
apart from altruistic and humanitarian
motives, to prevent, rather than merely
to attack prostitution."

The street patrol—there are at present
four hundred and twenty number of women
uniform, recognised by the military
authorities—do not aim at prosecution;
partly because they believe in other
methods of dealing with prostitution and
partly because magistrates have so little
power in cases of this kind that pro-
ceedings are, for the most part, a mere
farce.

"When it comes to the matter of legis-
lation, it is naturally inclined in favour of
experts; but one can hardly refrain
from again repeating that for persistent
solicitation there should be no question
of a fine as an alternative to imprison-
ment, and that women suffering from
venereal disease should be detained
until they are cured."

"The women patrol approach the
girls who are obviously new to the
streets and offer them immediate and
well-paid employment. A woman who
consents to give the League a trial will
be taken in the first place to one of the
hostels, and suitable work will be found
for her when she is ready for it. She is
approached from the common-sense,
practical point of view, from which the
prostitute's fallen sister's element is
completely eliminated."

"The men are met by the patrol's
with a variety of schemes for their
amusement and entertainment. The
idea is to fill up their
time and make friends for them; to see
to it, in fact, that they hardly realise
that they are in a trap."
"These schemes are going, and they
are going well. Let our American
friends look into them, the closer the
better, and 'fight now.' Mr. Bok
appeals to the Government. Personally,
I have not the faintest belief in virtue
by legislation. I believe in arousing
public opinion, and in providing an
attractive alternative to the sordid and
dingy life of life."

THE NEW FRENCH REMEDY.

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THE NEW FRENCH REMEDY.

THE NEW FRENCH REMEDY.

THE NEW FRENCH REMEDY.

WHY WORRY?



"WHY worry? The War's over!" So it is. We
have all heard that remark more than once,
but there is much to "worry" about yet.
We're not out of the game simply because the Huns
have laid down their guns. What you gave on
Heather Day, and at the Fair is surely not the limit
of your sacrifice! There are thousands and thousands
of brave men condemned to pass the rest of their
lives in misery unless we rally to the aid of the great
work of healing. Thanks to the Army and Navy, we
we have had, and will continue to have, a very com-
fortable time in Hongkong. It is our duty then to
"worry" in order that the maimed and sick, the
human wreckage of the great war of Liberty, may be
restored. Every one of us here owes a great debt to
the men who fought and bled in war—a debt which
we can never repay. But we can show our apprecia-
tion by giving our last cent to the great work of
mercy in which so many noble men and women are
engaged at home. Money is urgently needed. Shall we
grudge it now that the war is won? Never let it be
said that our patriotism and honour petered out with
the echo of the last shot. Don't say that you put
every cent you had into Heather Day and St. Andrew's
Fair. The War Bond Drawing is for the same cause
and its success must be written down in the annals of
the Colony's giving as another endeavour to show
tangible appreciation of the brilliant achievements, on
the battlefield and on the North Sea, of the bravest
boys on earth. Make the result a Victory Offering
worthy of the Colony.

PERHAPS IT'S YOUR LAST CHANCE.



ST. ANDREW'S WAR BOND TICKETS.

On Sale, till 31st December, at all Banks, Hotels, Clubs & Stores.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

GENERAL MANAGERS

SENNET FRERES.

QUEEN'S ROAD CENTRAL.

Jewellers, Diamond Merchants, etc.

Just to Hand.

A Large Assortment of

CHRISTMAS NOVELTIES of all Descriptions.

Call and inspect them.

Agents for: OMEGA WATCHES.

THE NEW FRENCH REMEDY.

THE NEW FRENCH REMEDY.

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THE MOTOR UNION INSURANCE CO. LTD.

(Incorporated in England.)
Being Agents for the above COMPANY we are prepared to
issue POLICIES against FIRE, MARINE, LIFE and MOTOR
ACCIDENTS at current rates.

For further particulars, please apply to—

UNION TRADING COMPANY,

Prince's Building. General Agents.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND 1" to 15" CABLE LAYED 5" to 15" 4-STRAND 3" to 10"

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, samples and full particulars will be forwarded on application to—

Shewan, Tomes & Co. General Managers.

CARS on HIRE

Experienced Chauffeurs and Expert Mechanics.

A Large Number of New and Comfortable Cars

Always in Readiness.

Phone 977 & 2539

MERCURY GARAGE CO.,

59-61 Des Vaux Road, Central.

Arrangements for Special Occasions

MACARONI, PASTE STARS, EGG NOODLES, VERMICELLI, AND ALL KINDS OF SOUP STUFFS.

All our Pastes bear the "Rooster" label and are made from Flour of the Best

Quality containing a large percentage of Gluten. Starch and Gluten are the

principal components of Flour. Gluten is easier to digest and contains more

nutrients than Starch. Manufactured under the most sanitary conditions.

Large quantities have been exported to various important cities in the World.

Terms moderate, especially for Agents. Orders executed promptly.

THE HING

TELEPHONE No. 16.

PRETTY COLLARS and NECKWEAR.

and the Egyptian Mahmal, and for a while Elmina and of all time be reckoned a great town from every point of view.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE

VESSELS despatched to the Undermentioned PORTS:

LONDON via SINGAPORE, PENANG, COLOMBO, PORT SAID AND
Marseilles, Marseilles
Next sailing aboutSHANGHAI
Next sailing aboutLONDON via SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID
AND MarseillesSHANGHAI, MOU, KORE AND YOKOHAMA
Next sailing aboutBOMBAY via SINGAPORE AND COLOMBO
Next sailing aboutWireless on all steamers.
For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING
Apply to—
P. & O. S. N. Co's Office,
K. V. D. PARK,
Superintendent.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

GENOA Monthly service, taking cargo on through Bills of Lading with transshipment at Bombay to Company's Steamers.

MARSEILLES Monthly direct service via Singapore and Port Said.

GANGES MARU Wednesday, 18th Dec.

SUMNER AIRS, RIO DE JANEIRO SANTOS, MAURITIUS, DUBAI & CAPE TOWN via SINGAPORE.

MAURITIUS DELAGOA BAY, DURBAN.

INDUS MARU Wednesday, 25th Dec.

BOMBAY, COLOMBO—Regular fortnightly service via Singapore.

SATYLA, SOURABAYA, SAMARANG—Monthly direct service.

TAMON MARU No. 12 Tuesday, 3rd Dec., at Noon.

STONEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z., and ADELAIDE.

VICTORIA, VANCOUVER, SEATTLE, PACOMA.

Regular fortnightly service, touching at intermediate ports in Japan and taking cargo to OVERLAND ROUTE, in connection with Chicago Milwaukee and St. Paul Railway.

"MEXICO MARU" Thursday, 19th Dec., at 3 p.m.

"KURU MARU" Monday, 30th Dec., at 3 p.m.

SELLUNG, TAKAO via SWATOW, AMOY.

These Steamers have excellent accommodation for 1st and 2nd Class Saloon Passengers and will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.

For TAKAO via SWATOW and AMOY,

SOEHO MARU Thursday, 5th Dec., at 8 a.m.

For KEELUNG via SWATOW and AMOY,

AMAKUSA MARU Sunday, 8th Dec., at 10 a.m.

For sailing dates and further particulars, please apply to—

K. YAMASAKI

Manager

Tel. No. 744 & 745.

No. 1, Queen's Building.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA).

FOR RANGOON & DELAGOA BAY.

For Space and Particulars apply to—

DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

Taking Cargo on through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND OCEAN LINE

Sailings from Hongkong.

For freight and further particulars apply to

DODWELL & CO., LTD. Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers Between Japan, Hongkong, Singapore
Hankow, Samarkand and Sourabaya.

For JAPAN, RIOJUN MARU on or about 14th Dec.

For JAPAN, OHIO MARU about 3rd Dec.

BORNEO MARU about 6th Dec.

HOKUTO MARU about 27th Dec.

For Freight or Passage apply to

DODWELL & CO., LTD. Agents.

TO THOSE GOING AWAY

Keep in touch with local happenings

by subscribing to

"THE OVERLAND CHINA MAIL"

All the News of Hongkong and the Far East.

ORDER BEFORE YOU LEAVE, SO THAT YOU MAY RECEIVE

IT WHILE AWAY.

Price 515 per annum, including postage.

CAN BE MAILED TO ANY ADDRESS FROM THE

"CHINA MAIL" OFFICE.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

SHANGHAI to Kowloon Dec. 6, at 2 p.m.

SWATOW & HANGKOW Dec. 7, at 8 a.m.

TSINGTAO & CHEFOO Dec. 7, at Noon

SHANGHAI to Kowloon Dec. 10, at Noon

SHANGHAI to Kowloon Dec. 11, at Noon

SHANGHAI LINE—PASSENGERS, MAILS, and CARGO. (Round trip) Accommodation (Amphibious) Electric Light and Heat, in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

For SHANGHAI via SWATOW, FRIDAY, Dec. 4, Daylight.

MANILA, YUNNANG, FRIDAY, Dec. 6, at 3 p.m.

HAIPHONG, LOOSANG, WEDNESDAY, Dec. 11, at 6 a.m.

SANDAKAN, MAUSANG, THURSDAY, Dec. 12, at Noon.

MANILA, LOOSANG, FRIDAY, Dec. 13, at 3 p.m.

STRAITS & CALCUTTA, KWANGSANG, SATURDAY, Dec. 14, at 3 p.m.

CALCUTTA LINE—This line is temporarily discontinued owing to the war but at present a monthly service is maintained with Calcutta, by the s.s. "Kwangsang" and "Witch", calling at Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted with Electric Light and Fans, and carries a fully qualified Surgeon.

SINGAPORE LINE—The s.s. "Yan Waterlily" leaves for Singapore approximately every fortnight. This vessel has excellent accommodation for first class passengers, and is fitted throughout with Electric Light and Fans and also carries a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila, by vessels with good passenger accommodation; sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hanoi when convenient.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taking on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datan.

FIFTEENTH LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Okefou.

Under Straits Government Regulations, All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to—
JARDINE, MATHESON & Co., Ltd.,
General Managers.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.
AGENTS.

THOS. COOK & SON

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO
THE PHILIPPINE GOVERNMENT.TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.
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Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing
Sailings and Rates from the Far East to all parts of the World, will
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HONGKONG & SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coal Steamers having good
Accommodation for First Class Passengers, Electric Light and Heat in Saloons
and Bedrooms. Broadest Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 1 to 10 Days)

HAIKONG (Capt. A. E. Hodgins) FRIDAY, 6th Dec. at 1 p.m.

HAIKONG (Capt. J. W. Evans) FRIDAY, 13th Dec. at 1 p.m.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.

General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING"

(10,000 tons, American Registry)

"CHINA"

(10,000 tons, American Registry)

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SAN FRANCISCO

via SHANGHAI, JAPAN PORTS & HONOLULU

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January 9th, 1920.

"CHINA"

February 6th, 1920.

AN UNEQUALLED HIGH CLASS

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SAN FRANCISCO LINE

via SHANGHAI, HONOLULU, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong.

SHINYO MARU 17,000 18th December.

KORU MARU 18,000 16th January, 1920.

SIBERIA MARU 20,000 30th January.

TENYO MARU 21,000 8th February.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, BALBOA, PANAMA, COLON, and TUGUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong.

KIYO MARU 17,000 Jan. 9th, 1920.

AMYO MARU 18,000

NIFFON MARU 11,000

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—

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KING'S BUILDING.

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

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TOWN, with transshipment at COLOMBO to Steamers of the INDIAN

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REQUIREMENT ACCORDING TO THE 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,

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TOWN, calling at MAURITIUS en route and affording the Quickest Freight

Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to

THE BANK LINE, LIMITED

AGENTS.

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JAPAN, CHINA AND STRAITS

TO THE UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS, FREIGHTS AND

REQUESTED TO APPROACH THE UNDERMIGNED

Steamers proceed via Hong Kong or Cape of Good Hope or Ormuz, as may

be most convenient without transshipment.

THE BANK LINE, LTD.

General Managers.

SHIPPING

NOTICE TO MARINERS

Mr. T. J. Eldridge, Acting Coast Inspector, draws attention to the following
Notations in Buoyage—Tungchow Channel
of signal for navigation—According to Special Notice to Mariners
No. 519, notice is hereby given that the
following alterations have been made in
the buoyage of the Yangtze River be-
tween the Aikoon Shoals and Vine Point—
The Aikoon Shoal Upper Buoy has
been discontinued.A black Buoy, surmounted by an in-
verted triangular day-mark, to be known as
the Knuckle Buoy, has been moored
in 34 feet of water off the northern edge
of the shoal that extends to the eastward
from Plover Point. From the Buoy,
Plover Point Beacon bears S. 84deg. W.,
distance 2.37 miles.The Plover Point Buoy has been dis-
continued.The Upper Crossing Buoy has been
moved and is now moored in 20 feet of
water. From the Buoy, Langshan
Pagoda bears N. 51deg. E., distance 4.41
miles. Its characteristics remain un-
changed.A recent survey shows that there is
now a least depth of 18 feet of water
at low water of extraordinary spring tides
on the Langshan Crossing between the
Lower and Upper Crossing Buoys.Notice is also hereby given that the
Tungchow Channel between Plover Point
and Vine Point to the northward of the
Langshan Flats has been buoyed as fol-
lows—A red Buoy, to be known as the Corner
Buoy, has been moored in 27 feet of
water on the eastern side of the southern
entrance to the Tungchow Channel.
From the Buoy, Plover Point Beacon
bears S. 20deg. E., distance 1.08 miles.A red Buoy, surmounted by a black
spherical day-mark, to be known as the
Head Buoy, has been moored in 25 feet
of water on the eastern side of the
channel. From the Buoy, Plover Point
Beacon bears S. 20deg. E., distance 4
miles.A red Buoy, surmounted by a black
cylindrical day-mark, to be known as the
Reach Buoy, has been moored in 32 feet
of water on the northern side of the chan-
nel. From the Buoy, Plover Point Beacon
bears S. 33deg. E., distance 5.56 miles.A black Buoy, surmounted by a black
triangular day-mark, to be known as the
Central Buoy, has been moored in 24
feet of water on the southern side of the
channel. From the Buoy, Plover Point
Beacon bears S. 75deg. W., distance 5.59
miles.A black Buoy, to be known as the
Park Buoy, has been moored in 27 feet
of water on the southern side of the
channel. From the Buoy, Plover Point
Beacon bears S. 62deg. W., distance 5.48
miles.A black Buoy, surmounted by a black
diamond day-mark, to be known as the
Turning Buoy, has been moored in 25
feet of water on the northern edge of the
Langshan Flats to mark the northern
entrance to the Tungchow Channel.
From the Buoy, Plover Point Beacon
bears S. 44deg. W., distance 3.17 miles.The Upper Crossing Buoy, in its new
position, now marks the northern ap-
proach to the Langshan Crossing as well
as that to the Tungchow Channel.Mariners should navigate the Tung-
chow Channel with great caution as it
is liable to rapid changes. The latest
water that may be expected in this
channel is 22 feet at low water of extra-
ordinary spring tides.All bearings given are magnetic, and
depths are those of low water of extra-
ordinary spring tides.

DUTCH STEAMSHIP SERVICE

Details: November 22—The steamship
company, Nederland and Rotterdam
Lloyd will very speedily re-open naviga-
tion between Holland and Java and vice
versa through the Suez Canal. The
former Dutch convoy ships, Nederland and
Rotterdam, will start respectively on
December 12 and 22 for Holland also
through the Suez Canal. Many passen-
gers have already been booked.

COUGHING INTO CONSUMPTION

Only a Cough that you stop
while it's ONLY a coughWATERBURY'S
METABOLIZED
COD-LIVER-OIL
COMPOUNDThe most powerful and
effective remedy for
coughs, colds, bronchitis,
asthma, etc., ever known.It is a powerful
expectorant, and
acts directly on the
lungs, breaking up
the mucus, and
bringing it to the
surface, where it can
be expectorated.It is a powerful
nutrient, and
acts directly on the
system, building up
the strength, and
restoring the health.It is a powerful
cathartic, and
acts directly on the
bowels, keeping them
regular, and
preventing constipation.It is a powerful
diuretic, and
acts directly on the
kidneys, keeping them
regular, and
preventing dropsy.It is a powerful
sweat-inducer, and
acts directly on the
skin, keeping it
clear, and
preventing eruptions.It is a powerful
fever-reducer, and
acts directly on the
system, bringing
down the temperature,
and
restoring the normal
state.It is a powerful
sleep-inducer, and
acts directly on the
nervous system,
bringing about
restful sleep, and
restoring the health.

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ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO
MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong Noon	Connecting Mail Steamer from Colombo	Due Marseilles	Due London

When Passengers change Steamers at COLOMBO
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S.S.	Leave Hongkong About

Passengers may travel by Railway in Japan between Ports of Call free of charge.

INTERMEDIATE STEAMERS (Non-Transit)
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO
AND PORT SAID.
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
Fares and Salaries.

STEAMERS	Leave Hongkong about	Leave Suez about	Due at Marseilles about	Due at London about

THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.
For further information, "Passage Fares, Freight, Handbooks, Dates of Sailings etc.", apply to:
E. V. D. PARR,
Superintendent.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS & DEPARTURES	SAILING DATES
Shanghai, Kobe & Yokohama	Tanaka Maru, 12,510 tons	TUES, 17th Dec, 11 a.m.
Nagasaki, Kobe & Yokohama	Nikko Maru, 8,800 tons	SUN, 22nd Dec, 11 a.m.
Shanghai, Moji & Kobe	Kita Maru, 15,092 tons	SAT, 18th Jan, 11 a.m.
London or Liverpool via Singapore, Penang, Colombo, Suez, Port Said & Marseilles	Yokohama Maru, 12,340 tons	MONDAY, 30th Dec, at 11 a.m.
Melbourne via Manila, Zamboanga, Thursday Is., Townsville, Brisbane, & Sydney	Kaga Maru, 12,300 tons	WEDNES, 18th Dec, at 11 a.m.
New York via Shanghai, Kobe, Yokohama, San Francisco & Panama Canal	Tango Maru, 13,760 tons	WEDNES, 18th Dec, at 11 a.m.
Bombay via Singapore, Malacca, & Colombo	Tenshin Maru, 1,470 tons	FRIDAY, 20th Dec.
Calcutta via Singapore, Penang & Rangoon	Toyooka Maru, 15,210 tons	SATUR, 7th Dec.
	Yoboshi Maru, 8,800 tons	TUES, 10th Dec.

* Omitting Shanghai and/or Moji * Wireless Telegraphy

HONGKONG-VICTORIA B.C.-SEATTLE

Manila, Shanghai, Nagasaki, Kobe, Yokohama, & Yokohama.

Operated by the magnificent and splendidly equipped Passenger Steamers "Fushimi Maru," "Suwa Maru," "Kashima Maru" and "Katori Maru," each of over 20,000 tons displacement.

Next sailing from Hongkong:

"Fushimi Maru," FRIDAY, 20th Dec, at 11 a.m.

"Kashima Maru," SATURDAY, 21st Dec, at 11 a.m.

* Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA

Telephone 295 & 293

B. MORI, Manager

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS: All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 300 feet long.
Town Office: 45, Cross Street, Central, Hongkong. Telephone No. 45.
Shipyard: Shun-Sai-Po, Kowloon, Hongkong. Telephone No. 2.
Estimates furnished on application.
WONG PING WA, Manager

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FOR FURTHER ADVICE TO	TO BE DEPARTED
Marseilles	Gaenger Maru	Osaka, Kobe, Kaisha	On 15th Dec
Mauritius, Delagoa Bay, Durban	Indus Maru	Osaka, Kobe, Kaisha	On 15th Dec
Liverpool via S'pore, Penang & Colombo &c.	Kana Maru	Nippon Yusen Kaisha	On 15th Dec
San Francisco via Shanghai, Japan, &c.	Shioyo Maru	Toku Kisen Kaisha	On 18th Inst
San Francisco via Shanghai, Japan &c.	Korea Maru	Toyo Kisen Kaisha	On 18th Jan
San Francisco do	Billion	Yata-Chien-Jen Kaisha	On 18th Dec
San Francisco via Shanghai, Japan &c.	Kanbu	Yata-Chien-Jen Kaisha	On 17th Dec
Yokohama via Shanghai, Japan &c.	Monte Jo	China Mail S.S. Co., Ltd	On 16th Jan
Yokohama, B.O., & Seattle via Shanghai &c.	Fushimi Maru	Canada Pacific S.S. Co., Ltd	On 29th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Kashima Maru	Nippon Yusen Kaisha	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Mexico Maru	Nippon Yusen Kaisha	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Kureha Maru	Osaka Shosen Kaisha	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Nikko Maru	Osaka Shosen Kaisha	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Toku Maru	Nippon Yusen Kaisha	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Riojun Maru	Nippon Yusen Kaisha	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Hiyom Maru	Toyo Kisen Kaisha	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Nippon Maru	Dowdell & Co., Ltd.	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Borneo Maru	Dowdell & Co., Ltd.	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Singon	Butterfield & Swire	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Taisang	Jardine, Matheson & Co., Ltd.	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Takaba Maru	Nippon Yusen Kaisha	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Omaka Maru	Nippon Yusen Kaisha	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Nera	Messageries Maritimes	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Kwelling	Butterfield & Swire	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Loesung	Jardine, Matheson & Co., Ltd.	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Amekusa Maru	Osaka Shosen Kaisha	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Haitan	Douglas Laprak & Co.	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Hatthong	Douglas Laprak & Co.	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Yata-Chien-Jen Kaisha	Yata-Chien-Jen Kaisha	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Loesung	Jardine, Matheson & Co., Ltd.	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Toyo Maru	Nippon Yusen Kaisha	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Konkon Maru	Osaka Shosen Kaisha	On 18th Dec
Yokohama, B.O., & Seattle via Shanghai &c.	Mausang	Jardine, Matheson & Co., Ltd.	On 18th Dec

THE 24-HOUR CLOCK

PHONE No. 781

The P. M. S. S. Co.'s s.s. *Elmador* arrives at Honolulu, November 27th, 1897, on her way home to San Francisco.

COMMERCIAL.

KOTA RAHROE RUBBER ESTATES.

The eighth annual general meeting of shareholders of the Kota Rahroe Rubber Estates, Ltd., was held recently at the offices of the secretaries and general managers, Messrs. Meyer and Measor, there being present the full board of directors, comprising Messrs. E. Jenner Hogg (Chairman), T. E. Trueman, Wm. McMurray, V. Meyer, and shareholders representing, in all, 14,845 shares. Mr. E. A. Pringe, the secretary, having read the notice convening the meeting and the auditors' report, the Chairman said:

The report and accounts for the period ended June 30, 1918, have been in your hands for some days and with your permission, I will take them as read.

Before going into details of the report and accounts, I must point out that the financial period under review covers 18 months. Formerly the Company's financial year ended on March 31, which necessitated the holding of our annual meetings during the very hot weather. This was found very inconvenient by many people, with the result that at our last annual meeting it was decided that the financial year should in future terminate on June 30.

The report gives you as concisely as possible the necessary statistics and details regarding the Estates. There are one or two matters, however, in connection with the acreage question that require a little explanation. You will do me the honor to notice that the acreage on Canning Estate differs from the figures contained in the last report to the extent of approximately 27 acres. When I addressed you two years ago I explained that certain portions of Canning Estate required draining and that the only available outlet for such draining ran through the adjoining Estate. In order to obtain the required sanction from the owner of that Estate, it was necessary to cede some of our property in exchange for drainage rights. I am glad to say that the matter has now been definitely settled and, in surrendering the area of 27 acres, 1 rood, and 5 poles, the Company is relieved of all the anxieties and expense in connection with these drainage rights. I might say that the land in question consists of swamp and hill land and is of little value to the Company.

During the year a new survey of the planted fields on Canning Estate was made which showed that the Manager had overestimated this area by 194 acres. This shortage, however, will be replaced by planting up a similar area during the current year in order to bring the cultivated area up to 300 acres. On Gunung Rajah all available land has been planted. On Kota Rahroe the area under cultivation was brought up to 800 acres by planting up 50 acres during the year. There still remains a very large area in reserve, approximately 3,000 acres, but labour conditions do not permit further extensions being undertaken at present. Our total planted area since the last report has been increased by 42 acres.

No further damage has been sustained through the encroachment of mining silt, the bunds being repaired when necessary and all precautions taken to minimize the risk.

Our output for the 15 months was 207,550 lb., which fell short of the estimate by some 24,000 lb. This result, due to the thinning out of about 17,000 trees, has naturally affected our costs. The most noticeable decrease is that of Siliman. The heavy returns from this estate in the past caused our Agents to fear an excessive bark consumption thereby jeopardizing production in later years. It was therefore found expedient to change the system of tapping from two cuts to one cut on the quarter. This is also marked decrease in the yield per acre on Kota Rahroe, this being caused by the large acreage brought into the tapping round during the last month of the previous year. The resulting cost on Canning appears high in comparison with the figures for the previous year, this being due to the extension in which a certain amount of felling work was necessary. Siliman also shows a high cost in this respect caused by the scarcity of labour which necessitated the working of the extensions being done by Chinese contract labour at a very high rate of pay. In spite of all the hindrances that I have just enumerated, the cost of production for the whole of the Estates works out at 192d. or about 11d. above that of the previous year. Taking everything into consideration, and especially the amount of material needed for the purpose of the year, the result can be considered satisfactory.

Proposed by Mr. E. Jenner Hogg and seconded by Mr. W. McMurray: That Mr. W. McMurray be re-elected a director of the company. Proposed by Mr. T. E. Trueman and seconded by Mr. V. Meyer: That Mr. V. Meyer be re-elected a director of the company. Proposed by Mr. K. Hogg and seconded by Mr. W. McMurray: That Messrs. Meyer, Bingham and Matthews be re-elected auditors of the company for Shanghai and Penang at an annual remuneration of £1,400. Proposed by Mr. K. Hogg and seconded by Mr. T. E. Trueman: That the dividend for the year ended June 30, 1918, be paid at the rate of 10 per cent on the paid-up capital of £100,000, less £10,000 for the year ended June 30, 1917, being £9,000.

were being offered to coincide with the neighbouring tin mines. We have the assurance of our Agents that everything possible is being done to retain the labour. Our recruits are in India and it is to be hoped that it may be possible to obtain a more reliable force of Tamils in the future. The health of the force has not been quite satisfactory, but this misfortune appears to be common to the district generally.

In regard to the accounts, they are so clearly set forth that they are self-explanatory. It is unnecessary for me to dwell upon the adverse conditions we have experienced as I am sure you are all aware of the disadvantages under which all rubber estates have been working. Our sales for the year average 178,544, and although we have harvested 134,000 lb. more, the amount realized was £18,802.17 less than that of the previous year. In spite of the low price obtained and the adverse exchange prevailing throughout the year, we are able, after allowing for the usual depreciation, to show a profit on the year's working of £16,881.62, which I think you will agree is in the circumstances satisfactory. This added to the amount brought forward from last year's accounts namely £14,867.77 gives us a total of £31,749.39 standing to the credit of Profit and Loss Account.

In dealing with this amount your directors, after carefully considering the matter from all points of view have decided that in the interests of the Company it would be wise to propose to declare a dividend and they, therefore, recommend that the sum of £16,881.62, which is not represented by liquid assets be written off Development and Asset Accounts and so carry forward to next year's accounts the sum of £14,867.77. I would like to take this opportunity of recording the Directors' appreciation of the work done by our secretaries and general managers as well as by our Statutory Agents and the managers of our various Estates.

In view of the cessation of hostilities, it is fair to expect that our difficulties will be alleviated by degrees though it may be some time before they are entirely removed. The outlook as a whole is brighter than it was and I hope that we may soon begin to emerge from the adverse conditions that have existed so long. But it must be borne in mind that if exchange continues to rule against our remittances from the Straits, we shall still be severely handicapped.

Now that an armistice has been reached which it seems inevitable must lead to a definite and let us hope a solid peace, we may begin to look at our affairs from a fresh standpoint. You are all aware of the efforts that have been made to foster and regulate the rubber-growing industry during the bad times that we have experienced. You know of the Commission of Inquiry appointed, and of its recommendations to the Government in the interest of the growers.

The conclusions reached and the recommendations put forward were, of course, made while the war was still in progress. Peace is likely to change conditions so completely that we must needs wait and see what may eventuate and what action, if any, may be desirable or contemplated. We have received the following telegram from our Agents in Penang dated the 21st instant:—

"Government announces that the Rubber Growers' Association now state that they consider it undesirable to proceed further with restrictions and the fixing of prices in view of the cessation of hostilities."

It is obvious that we wait for further developments. I now propose the first resolution. That the report and accounts for the period ended June 30, 1918, be passed. This will be seconded by Mr. T. E. Trueman, but before putting the resolution to the meeting, I shall be pleased to answer any questions shareholders may wish to ask to the best of my ability.

No questions being asked, the following resolutions were passed unanimously:—

"That the report and accounts for the period ended June 30, 1918, printed and circulated, be passed." Proposed by Mr. E. Jenner Hogg and seconded by Mr. T. E. Trueman: That the balance standing at credit of profit and loss account, viz. £31,749.39, be disposed of as follows:—

To write off:—
Development Account £264.89
Buildings and Furniture 21,782.15
Rubber Factory and Stores 4,178.84
Bullocks and Cattle 111.15
Plant and Machinery 1,209.42
Wells and Water Supply 204.72
To carry forward to next year's Accounts 84,445.80

HONGKONG DEFENCE CORPS.

Administrative Order by Major H. L. Morgan, Administrative Commandant.

ORDER.
No. 778. Sergeant E. V. Mitchellmore, Signalling Section, is permitted to resign leaving the Colony, to date from day of departure.

No. 54. Gunner S. L. Hidden, Army Company, is permitted to resign on transfer to North China, dated 28.11.18.

No. 535. Pte. A. S. Gubbe is transferred from "B" Company to the Engineer Company, dated 28.11.18.
No. 531. Pte. H. J. Knight is transferred from "A" Company to "D" Company, 27.11.18.

EQUIPMENT BOARD.
The Board will sit at Headquarters from 5.30 p.m. to 6 p.m. on the following dates:—

FRIDAY, 6th December.
MONDAY, 10th December.
ANNUAL MEETING OF THE HONGKONG DEFENCE CORPS.

The following is the result of firing Annual Course by the following:—
"B" Company, No. 5. Platoon.

Number exercised: 34.
Marksmen 3
1st Class shots 18
2nd Class shots 12
3rd Class shots 1

The averages obtained were:—
Practice No. 13 14.5
Practice No. 14 14.3
Practice No. 15 14.1
Practice No. 16 13.4
Practice No. 17 12.0
Practice No. 18 9.9
Practice No. 19 5.3

Company average 96.5
Number exercised: 13
Marksmen Nil
1st Class Shots 5
2nd Class Shots 1
3rd Class Shots 1

Average:—
Practice No. 13 12.6
Practice No. 14 14.5
Practice No. 15 14.1
Practice No. 16 14.5
Practice No. 17 17.0
Practice No. 18 10.3
Practice No. 19 5.3

Orders for Artillery Company, by Captain J. H. W. Amstrong, F.D.

FRIDAY, 6th Dec.
7.30 a.m. Right Half Coy. Full drill.
8.15 p.m. Left Half Coy. New Drill and Layers Classes only.

Orders for Engineer Company, by Captain H. Russell.

25th Nov. to 8th Dec. 1918.
D. E. L. duties. Parades as per rota posted at Headquarters. Engine Drivers at 4.15 p.m. Electricians at 8.30 p.m.

Officers next for duty: Belshers, Lieut. Hall, Lyceum, 2nd Lieut. Templeton, Stonecutters, 2nd Lieut. Blackburn.

INSTRUCTIONS FOR ENGINE BATTALIONS AND BATTALIONS ATTACHED FOR DUTY.

Class 1, at Belshers at 8.30 p.m. on Mondays and Thursdays for all who have not passed the "Proficient" rate (1/1) examination.

Detail of duties at Lyceum from 1st to 15th December, 1918, is posted at Headquarters for information of all concerned.

Class 2, at Belshers at 8.30 p.m. on Tuesdays and Fridays for all N.C.O.s and men of higher ratings under Q.M.S. Oveidene and Parsons, R. E. and Sgt. D. H. K. D. C.

Class 3, Lyceum at 8.30 p.m. on Tuesdays and Fridays, under Q.M.S. White, and Sgt. Barclay, R.E.

Orders for Infantry Battalion by Major H. A. Morgan.

WEDNESDAY, 4th Dec.
4.15 p.m. No. 6 Platoon at King's Park Range, Annual Musketry Course, Part 3, Practices 8 and 9. Dress, drill and bayonet.

THURSDAY, 5th Dec.
4.15 p.m. No. 7 Platoon (except N.C.O.s and men who wish to fire at Quarry Bay) at King's Park Range, Annual Musketry Course, Part 3, Practices 8 and 9.

FRIDAY, 6th Dec.
6.10 p.m. Nos. 4 and 5 gun teams at Headquarters. Dress for all parades. Clean fatigue with boots and puttees.

FRIDAY, 6th Dec.
4.15 p.m. At King's Park Range, Annual Musketry Course, Part 1, Practices 3 and 4. Dress, drill order with pouches and bayonet.

FRIDAY, 6th Dec.
6.15 p.m. Nos. 3 and 4 Sections at Headquarters. Musketry Instruction. Dress, drill order with pouches and bayonet.

Tuesday, 3rd and Friday, 6th Dec.
1.20 p.m. Review of all units, except "D" Company at Headquarters, under Sgt. Osberry (Tuesday) and Edmond (Friday). Dress drill order.

Orders for Cook Company, by Lieut. J. E. W. Bond.

WEDNESDAY, 4th Dec.
5.15 p.m. Nos. 3 and 4 Sections at Tsimshai Football Ground.

FRIDAY, 6th Dec.
2.15 p.m. Band practice at Headquarters.

INTIMATIONS.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 10 minutes.
8.30 a.m. to 10.00 a.m. Every 15 minutes.
10.30 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.30 p.m. Every 10 minutes.
12.30 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 4.00 p.m. Every 30 minutes.
4.30 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.
6.50 p.m. to 8.30 p.m. Every 10 minutes.
8.30 p.m. to 10.30 p.m. Every 15 minutes.
10.30 p.m. to 11.45 p.m. Every 15 minutes.

SUNDAYS.
7.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 7.00 p.m. Every 15 minutes.

NIGHT CARS on Week Days.
SATURDAYS EXTRA CARS.
1.30 p.m. and 15 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

Season and peak tickets available for all cars and already full running at the time stated in the Company's time tables, but not for special cars, which are subject to application at the Company's Office. No season tickets will be issued until payment therefor has been made in Bank Notes or by Cheque or Comptroller order representing Bank Notes.

JOHN D. HUMPHREYS & SON, General Managers.

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HONGKONG STOCK EXCHANGE.

HONGKONG, 11 DECEMBER.

OFFICIAL QUOTATIONS.

11 A.M.

BANKS.

Hongkong Bank.

Macao Bank.

North China Bank.

Union Bank.

Yongtong Bank.

Far Eastern Bank.

China Fire Ins.

Hongkong Fire Ins.

Shanghai Fire Ins.

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HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.

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SHIPBUILDING IN SHANGHAI.

BUSY INDUSTRY FOSTERED BY THE WAR.

There are immediate prospects of something like 25 ships being built in Shanghai in the immediate future, says the "N.C. Daily News." Contracts for all of these have not yet been signed, but the industry is being fostered by the war. The master of the shipbuilding industry in Shanghai is the American firm of the Bethlehem Steel Corporation. The master of the shipbuilding industry in Shanghai is the American firm of the Bethlehem Steel Corporation. The master of the shipbuilding industry in Shanghai is the American firm of the Bethlehem Steel Corporation.

The greater portion of this work must of course be looked upon as closely connected with the war. Consequently it is not a true indication of what Shanghai has to expect when normal conditions again prevail. But the fact that during inquiry by a "North China Daily News" representative lend some support to the belief that work done upon contract lines might well lead to the establishment of a very considerable shipbuilding industry along the banks of the Huangpu.

Under the big American contract, the Shanghai Docks are to build for 10,000-ton ships with the option of building a further eight at the same price for the American Government. The ship Docks is to take four standard ships to land of 5,000 tons each, one of which has actually been started; the New Engineering Works have two boats in hand, one completing and the other quite recently launched, they have contracts for two standard ships and after the war are to construct four more vessels for the American Government. The Shanghai Docks are to build for 10,000-ton ships with the option of building a further eight at the same price for the American Government. The ship Docks is to take four standard ships to land of 5,000 tons each, one of which has actually been started; the New Engineering Works have two boats in hand, one completing and the other quite recently launched, they have contracts for two standard ships and after the war are to construct four more vessels for the American Government.

COST AND EXCHANGE.

It will be noticed that a fair proportion of the vessels are designed to meet the requirements created by the war and in the opinion of some of the shipping people it is unlikely that the contracts would have come here had it not been for the war. The reasons for this opinion are by no means uninteresting and are found to circle round the question of exchange for the greater part, although China's inability to get her own industry to furnish materials for the work is a considerable factor.

The average cost of vessels built in Shanghai has been estimated at 11s. 10d. per ton which does not include the cost of material. At the prevailing rate of exchange this would work out at 22s. per ton and even if the cost went back to 7/6 the cost would be 21s. 10d. per ton against which ships have been built at home for so low a cost as 22s. including material. The fact of a drop in exchange would not affect the cost of building in China to any appreciable extent. For 11s. 10d. would be 22s. 10d. per ton against which ships have been built at home for so low a cost as 22s. including material. The fact of a drop in exchange would not affect the cost of building in China to any appreciable extent. For 11s. 10d. would be 22s. 10d. per ton against which ships have been built at home for so low a cost as 22s. including material.

One of the greatest difficulties under which shipbuilders in China labour is, of course, the absence of any home supplies suitable for the main processes of building. These have to be imported, and consequently to the original cost of the materials freight has to be added, a factor which is of considerable importance nowadays and is not at all likely to be very much less in the near future.

METALS CLOSE AT HAND.

It would, therefore, seem that if Shanghai is to rank permanently as a shipbuilding centre most of the work towards that end will have to be done in China and by the Chinese. Iron ships at present have to be made of imported material, though steel plates are to be had as near to Shanghai as Hankow. Here about 10 large fields have been opened and it is said that the metal obtained from them is of the first quality. The output from one series is being sent all the way to Wankow, but the product of the others is coming to Shanghai, where there are already two blast furnaces in operation with a capacity of 20 tons of pig iron a day. Kiangnan and Hanyang Aerials have started to roll plates and while there are not the facilities here for carrying out the exhaustive tests made at home, the investigations that have been made show that the plates are of a high class.

Even these small beginnings are enough to show that China can produce her own metals for shipbuilding and with proper development can sell her own plates, etc., until at last, as soon as there is no reason why a ship should not be built in Shanghai entirely from Chinese material. This, of course, is looking a long way ahead, but the natural resources are here and the industrial development is necessary. The fact that the Chinese are now producing their own metals for shipbuilding is a great step forward. The fact that the Chinese are now producing their own metals for shipbuilding is a great step forward.

NOTICES

ARMOUR & CO.,

CHICAGO.

WORLD'S LARGEST FOOD PACKERS.

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MEATS, FRUITS, VEGETABLES, SOUPS, MILK, CHEESE, ETC.

"VERIBEST," "SHIELD" and "HELMET" BRANDS.

ARNHOLD BROS. & CO. LTD.

Sole Agents SOUTH CHINA.

QUALITY PIANOS.

THE ROBINSON PIANO CO., LTD.



CHRISTMAS 1918.

Suitable Presents of all Descriptions.

J. ULLMANN & CO.

QUEEN'S ROAD CENTRAL, (CORNER OF FLOWER STREET.)

THE EASTERN DYEING AND DRY CLEANING COMPANY.

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MEHTA & CO.

THE FOLLOWING ARE A FEW OF OUR SPECIALITIES—

BLANKETS, BLANKET COATS, SUITS, COATS, VESTS, DRESSES, CURTAINS, SILKS, AND SUMMER FLANNELS.

SATISFACTION GUARANTEED.

SPOTS REMOVED WITHOUT INJURING THE MATERIAL.

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NOTE THE ADDRESS—

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Hepkings Hotel Building, Hongkong.

YOU POSSIBLY READ PERIODICALS. YOU PROBABLY READ BOOKS. YOU CERTAINLY USE STATIONERY.

It is to satisfy your requirements that we pay rank, take title and other material.

WILL YOU NOT GRANT US THE PRIVILEGE OF

BREWSTER & CO.



Thicken Your Hair With Cuticura

If you have thinning hair you will become bald and your hair will become dry and brittle. Cuticura will restore your hair to its natural color and thickness. It is the only hair treatment that is safe and effective. It is the only hair treatment that is safe and effective.

WEATHER REPORT.

December 5, 1918. No returns from Japan and Vladivostok. Pressure has decreased slightly at all reporting stations; the anticyclone continues to move eastward, and another is probably developing over N. China. Hongkong Rainfall for the 24 hours ending at 10 a.m. 1st 101.46 inches, Total since January 1st 101.46 inches, Forecast for the 24 hours ending at 10 a.m. on the 6th December: 1. Hongkong to the Rock: N.E. winds, fresh; fine generally. 2. Formosa Channel: N. winds, fresh to strong. 3. South coast of China between Hongkong and Lamock: The same as No. 1. 4. South coast of China between Hongkong and Hainan: The same as No. 1.

ROYAL OBSERVATORY HONGKONG, DAILY WEATHER REPORT.

DECEMBER 5, 1918.—A.M.

Station.	Hour.	Pressure.	Temperature.	Humidity.	Direction.	Force.	Wind.
Vladivostok	8 a.m.	30.1	51	75	N	1	0
Manila	8 a.m.	30.1	51	75	N	1	0
Yokohama	8 a.m.	30.1	51	75	N	1	0
Kobe	8 a.m.	30.1	51	75	N	1	0
Osaka	8 a.m.	30.1	51	75	N	1	0
Kyushu	8 a.m.	30.1	51	75	N	1	0
Shanghai	8 a.m.	30.1	51	75	N	1	0
Amoy	8 a.m.	30.1	51	75	N	1	0
Swatow	8 a.m.	30.1	51	75	N	1	0
Hankow	8 a.m.	30.1	51	75	N	1	0
Beiping	8 a.m.	30.1	51	75	N	1	0
Tientsin	8 a.m.	30.1	51	75	N	1	0
Kobe	8 a.m.	30.1	51	75	N	1	0
Osaka	8 a.m.	30.1	51	75	N	1	0
Kyushu	8 a.m.	30.1	51	75	N	1	0
Shanghai	8 a.m.	30.1	51	75	N	1	0
Amoy	8 a.m.	30.1	51	75	N	1	0
Swatow	8 a.m.	30.1	51	75	N	1	0
Hankow	8 a.m.	30.1	51	75	N	1	0
Beiping	8 a.m.	30.1	51	75	N	1	0
Tientsin	8 a.m.	30.1	51	75	N	1	0

T. F. CLARKE, Director.

Hongkong Observatory, Dec. 5, 1918. 1. Barometer reduced to sea level, 30.1 inches. 2. Thermometer, in the shade, 51 degrees Fahrenheit. 3. Humidity, in percentage of saturation, 75. 4. Direction of wind, N. 5. Force of wind, 1 to 2 points. 6. Direction of rain, N. 7. Amount of rain, 0.00 inches. 8. Direction of fog, N. 9. Amount of fog, 0.00 miles. 10. Direction of hail, N. 11. Amount of hail, 0.00 inches. 12. Direction of snow, N. 13. Amount of snow, 0.00 inches. 14. Direction of sleet, N. 15. Amount of sleet, 0.00 inches. 16. Direction of drizzle, N. 17. Amount of drizzle, 0.00 inches. 18. Direction of rain, N. 19. Amount of rain, 0.00 inches. 20. Direction of fog, N. 21. Amount of fog, 0.00 miles. 22. Direction of hail, N. 23. Amount of hail, 0.00 inches. 24. Direction of snow, N. 25. Amount of snow, 0.00 inches. 26. Direction of sleet, N. 27. Amount of sleet, 0.00 inches. 28. Direction of drizzle, N. 29. Amount of drizzle, 0.00 inches. 30. Direction of rain, N. 31. 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